

OCALA EVENING STAR

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BITTINGER & CARROLL, PROPRIETORS

R. R. Carroll, General Manager Port V. Leavengood, Business Manager

J. H. Benjamin, Editor

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AWFUL HARD FIGHT.

BUT ITS OVER

A telegram from Tallahassee to Mr. J. M. Meffert announces that the legislature adjourned last night, after passing all bills submitted by the Ocala city council, and turning down all private bills.

The people of the city have had a fight to preserve their property intact, but they have won, thanks principally to the bunch of public spirited citizens who used their own time without stint in the popular interest.

FLORIDA POWER COMPANY MAY EXTEND ITS LINES

The Star is informed that the Florida Power Company will extend cables for carrying its current from its plant on the Withlacoochee to the neighborhood of Ocala.

The company cannot enter Ocala without consent of the city. But the Star sees no reason why it shouldn't supply neighboring towns with current. Ocala only wants to hold her own. She is not disposed to play the part of the dog in the manger.

Two Marion county men came prominently before the public in consequence of the just ended session of the legislature. Mr. W. J. Crosby introduced the grandfather clause, which became law. There is much criticism of this measure, but it is intended to diminish the irresponsible and purchasable vote of both races. Our present law gives any vagabond who has just come into a community as much weight at the polls as a responsible man who has been a citizen for twenty years. Mr. P. H. Nugent, clerk of the circuit court of Marion was active in framing this law and placing it in Mr. Crosby's hands. Mr. Crosby fathered the law which may take the unfair road tax off the farmers. In these two measures alone, without mentioning much hard work of a less prominent character, he has done well by his constituents. Mr. Henderson hasn't been much in the lime-light, but the record shows he has been on the job, looking after the interests of his constituents and voting right on most leading measures. Marion's two men have made a very good record.

Mr. R. S. Hall, interviewed yesterday in regard to the Florida Life Insurance Company, said that in his opinion all the policy holders of that institution were safe. Mr. Hall is a member of the committee that has the affairs of the company in charge, and says that at the coming meeting in Jacksonville next week an attempt will be made to straighten out matters and save money, if possible, for the stockholders as well as the policy holders. The Florida Life did an excellent business, and nothing but mismanagement caused its troubles. It may have a somewhat similar experience to that of the Mutual, New York Life and some of the other biggest companies in the country ten years ago. They were brought to the verge of ruin by corruption and mismanagement of their officials, but their affairs were taken in hand by competent and honest men, and they are now stronger than ever.

Mr. A. H. Goodwin, representing the Dodson Printers Supply Company of Atlanta, has been in the city calling on the printers. As a result of his visit the Star will shortly install a modern two-revolution Melihle press. Thirteen years ago, Mr. Goodwin installed the press on which the Star has been printed ever since. It was a fine press then and is a good one now, but can't keep up with our steadily increasing work. Mr. Goodwin is a veteran pressman as well as an up-to-date salesman. What he doesn't know about printing machines may safely be forgotten.

Governor Trammell has appointed S. J. Hilburn of Palatka judge of the fourth judicial circuit, and E. Noble Calhoun of St. Augustine state attorney for the same circuit. Both gentlemen are well-known in Ocala. Mr. Calhoun is a son of that eminent lawyer, Benjamin P. Calhoun, one of the leaders at the bar twenty-five years ago, and is a brother of Ensign Calhoun of the United States navy, who married an Ocala girl, Miss Margaret Anderson.

The Star has received an invitation to be present at the banquet to be given in the honor of Senator Fletcher at the Mason Hotel, in Jacksonville, next Monday evening, and will be represented if possible.

The Germans have issued a statement which claims the Russians be-

haved worse in East Prussia than the Germans are accused of behaving in Belgium. Probably they did. Better conduct, however, was expected of the Germans than of the Russians. The lesson from both to America is that we should leave nothing undone to keep invaders off our soil.

HOW OCALA WILL LOOK TWENTY-FIVE YEARS HENCE

(Continued from Yesterday)

As he spoke, he twirled his steering wheel, and our craft swung its nose down the stream. For several minutes we skimmed along until we were over Carmichael's farm. Nowhere could I see any signs of the double line of swamp, once so familiar. The land seemed cultivated to the water's edge. Even in the night, I could make out the constantly succeeding fields, interspersed here and there with the orderly masses of orange grove foliage. Every hundred yards or so, a short distance back from the river, was a little bunch of houses, evidently the buildings of a farm. A broad highway ran along each side of the stream, from a quarter to half a mile back. Narrower roads crossing the wide ones, came down to the river, and ran far back in the country, their lines plainly marked by the lights, of which one hung at least every hundred yards. Paralleling the main road on the north bank was a trolley line—or rather tram car line, for all the cars carried their own power. Along this, even at this hour in the morning, glided an owl car, outward bound, and some three miles away was another coming in. Some distance south a double line of lamps marked the highway to Sharpe's ferry, and after crossing it curved away to the southeast for DeLand. The river wound below like a silver ribbon, and every few hundred yards a bunch of lights on its surface told that a boat was going up or down. Then up to us floated the sound of the regular clanging beat of wheels on rails, and a long word of white light stabbed thru the darkness to the southeast, followed by a rushing row of shining eyes, throwing their gleam to right and left, as the southbound "Comet Limited" from the faraway Pacific coast shot along over Rentz's old log road, now a highway of ballasted steel, in its race to meet the morning sun as it rose from the Atlantic off the Indian river inlet.

The aviator brought the monoplane around, and as we glided back toward the city the fragrance of the rose gardens at Arden came up to us. Meantime I thought that with all the motive power visible even in the wee, sma' hours I had seen no smoke and scented no smell. Devoured with curiosity I inquired: "What's your power—gasoline?"

The aviator was silent a minute, then let off a whoop of laughter. "Gasoline," said he; "I'll wager my month's pay there isn't a hundred gallons in a hundred miles. It's only sold in pints and quarts in the drug-stores. I use electricity—everybody, everything, uses electricity. Its the one power—we light and heat with it. "Where is your storage battery and engine?"

He tapped the box in front of him. "Here is power and light for a hundred hours, at ordinary speed. It would take me to New York and back with several branch excursions."

He was silent a minute, then asked: "Pardon my curiosity, but where have you been keeping yourself?"

"Out in the woods."

"You must have been over at Chessahowitzka then. I understand some people went in there when the war broke out and have stayed ever since."

Possible Chessahowitzka would do better than the improbable truth, so I let it go at that.

"How comes electricity to be so plentiful and cheap?"

He considered a minute. "It will take some time to answer you, so we will fly over Lake Weir."

He sent the plane up several hundred feet with a smooth glide that again brought us over the sleepily glimmering city. Another aeroplane cut the air below us, going to the southeast, and a third came from the south, evidently steering for some point up the Seaboard. Each flashed a light as it passed, to which my pilot replied. He pushed a lever a little, and the propeller behind sung louder, and looking down I saw the dim landscape race much more swiftly backward.

"I can't tell you all about electricity," said the aviator; "It was here when I came along, and I am only thirty years old. But I can remember when they were having all sorts of trouble and expense with gasoline and steam, trusts and extor-

tionate prices. When I was a boy, they had great hopes of hydro-electric power—that is, current generated by water power. But it took lots of money to put in hydro-electric plants; they were all built by rich men or corporations, and so there was nothing in them for the people. Then the system of drawing electricity out of the air was discovered."

"Who discovered it—Edison?"

"No; Caldwell."

"What, Caldwell?"

"Joseph Caldwell of Ocala."

I had chewed the rag with that same individual the morning before I went to sleep, but I always called him "Joe," and it took me a second or two to recognize him under a dignified name.

"Joe Caldwell, superintendent of the Ocala electric plant?"

"The same. When the city put in its combined water and electric plant some twenty-four years ago, Mr. Caldwell was in charge. On account of his devotion to the cause of public ownership, he was blacklisted by the electric trusts, and knew that if he should lose his position he would have to go to work at something else. He knew about all about electric machinery that there was to know, and had given some thought to the theory, untried then, of drawing electricity from the air. Of course, everybody knew there was electricity in the air, but how to take it out in a practical way was the difficulty. Caldwell studied the matter and finally put up a toy plant on his own premises. He coupled a quarter horsepower motor to an ordinary steel rod with magnetized branches of a composite metal he thought would do, and started the apparatus to working. He didn't expect much from it, so hadn't insulated it carefully, and as soon as it began to move he received a shock that sent him spinning. He kept on experimenting, and soon found that with his quarter horsepower motor he could charge a storage battery from the air as quickly as a twenty-five horsepower engine could generate the same amount of current in the old way."

"He went before the city government with an account of his discovery, and asked permission to improve on it at the city plant. The council gave him permission of course. He started out with a second-hand vapor engine in one corner of the plant, and the first-day's work proved his theory was perfectly feasible. By this time, the big electric companies had heard of what he was doing, and offered him a million dollars for his invention. He said it wasn't for sale; that he was going to give it to all the world free. That night as he went home, two men opened fire on him with pistols. They missed him and made their escape, but the town was boiling mad, and for the next two months a stranger couldn't enter Ocala without he brought credentials and was searched to the skin beside. But it was no use to either try to bribe or kill Caldwell, for he gave the details of the invention to the Associated Press next day, with permission for the whole world to use it. The city government put in an auxiliary aero plant, and it took half the load. By that time they were putting them in all over the country. From every village that could raise a thousand dollars to the big cities with half a million, they began drawing current from the atmosphere. The big electric companies put them in themselves, or went to pieces. It broke up all the combinations, for there was no use in even a sawmill buying current from a company if it could make it on its own ground. About that time Edison perfected the compact storage battery to the work on which he gave the last years of his life, and that and aero-electric plants went together like right hand and left."

"How is it," I asked, "that every man doesn't make his own current instead of buying it from a central plant?"

"He can if he wants to. A ten-dollar apparatus will light his house, and one for fifty will give him current for heat and cooking as well as light, and charge his auto beside. But if he takes his current from the city plant, it puts him in a meter and a storage battery for ten dollars, then charges him an average of ten cents a day if he has a good-sized house, and one, two or three cents if he has a small one. He can charge his auto from his house meter if he wants to, or he can stop at any supply station, couple on, put a jitney in the slot and receive current to run the car for a hundred hours. Every cent he pays the city goes to paying the city expenses, and he receives all of it back again except what is paid city officers. Ocala people pay no city taxes—the people of very few cities in America do."

"Another reason why most people in a city take power from the city is that even a little electric plant has its dangers and a man can't have one in his house unless it is a safe house, and he can show he knows how to take care of his plant. Out in the country its different; many farms have their own plants; but those near the cities and towns generally patronize the central stations."

"Doesn't this make everybody very dependent on the central station? Whenever one is put out of business, doesn't it make a great deal of inconvenience on everybody in its radius?"

"Not so much as formerly. Every house, firm or plant has a storage battery kept charged for a hundred hours. It is very seldom that a plant is shut down for four days. Ours hasn't been shut down for one day since it started. If it was, it could obtain current from some other city."

Gainesville, Orlando, DeLand or Leesburg could help us. We have helped Gainesville, Leesburg and Dunnellon."

"How about ships and railroad trains?"

"Every ship big enough to carry wireless carries its electric plant. They work together, and use the same machinery for both purposes. Railroad trains could carry their own plant, but find it cheaper to buy the power. The government owns all the railroads, and prefers to take current from the plants of the cities the lines run thru."

"Could you carry an aero plant on this aeroplane?"

"It would be too clumsy and heavy. But all dirigible airships, Zeppelins, etc., carry them."

"But what will become of the world when you use up all this electricity, which you are drawing on so heavily? How long will the supply last?"

The airman laughed. "Not a bit of it is wasted. It is drawn out of the air, does its work and goes back into the air to be used again. The only difference noted is that there are never any thunderstorms near the centers that use great quantities of electricity. It is kept more evenly distributed, and consequently doesn't stack up until it explodes in atmospheric disturbances."

(Continued in our next)

Do you own that vacant lot across the street that is covered with weeds and rubbish? Don't you think it would improve the looks of things if you would have it cleaned up?

When the fire bell rings who knows where the fire is? Would it not be a good idea to divide Orlando into four sections, southeast, northeast, southwest and northwest, giving one, two, three and four distinct and separate rings of the fire bell for the above respective sections of the city.—Orlando Sentinel.

It surely would. Ocala and every other big city in the country adopted the system from twenty-five to forty years ago.

The Star doesn't know whether there is a city ordinance against the open garbage can or box, but it thinks our citizens should have pride enough to procure one of these necessary conveniences. An open garbage receptacle does not give off a pleasant odor these hot days.

Unless Governor Trammell disapproves the bill passed by the legislature, the office of state game commissioner will be abolished. Mr. E. Z. Jones will in that case lose his E Z job.

The Star can't understand why some American papers poke fun at the Russians. From all we can read of the records they have done better fighting in proportion to their chances than the soldiers of any other nation, and have gone further into the enemy's country.

Not much has been heard of Montenegro since the first few months of the war. But the Montenegrins have held their end up, have kept Austrians off their soil, twice invaded Austria and made their getaway with small loss, and ever since the war began have kept the Austrian garrison at Cattaro shut up behind its defenses.

The Servant Question

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Tuesday, June 8th, 1915.

	Valdosta	Macon	Atlanta
Lv. Union Depot, Ocala.....	5:15 a.m.—\$2.50	\$4.50	\$6.50
Lv. Hampton.....	6:40 a.m.— 2.25	4.50	6.50
Lv. Lake Butler.....	7:24 a.m.— 2.00	4.00	6.00
Lv. Jacksonville 8 a. m. and 7:40 p.m.—	2.00	4.00	6.00

Special train of Pullman cars and first class coaches will leave Jacksonville 8 a. m. and is due to arrive in Valdosta 11:15 a. m., Macon 4:30 p. m., and Atlanta 7:45 p. m. Tickets will also be honored on regular trains leaving at 7:40 p. m., and arriving at Valdosta at 10:57 p. m., Macon 4:24 p. m., and Atlanta 7:45 a. m. These trains will be personally conducted. Tickets good returning on any train until and including Sunday night, June 12. Only Valdosta passengers will be taken on this train after leaving Jacksonville.

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